

JOSEPH BRYAN.

[To accompany bill H. R. No. 367.]

AUGUST 1, 1850.

Mr. F. P. STANTON, from the Committee on Naval Affairs, made the following

REPORT:

*The Committee on Naval Affairs, to whom was referred the memorial of Joseph Bryan, of Alabama, for himself and his associates, George Nicholas, Saunders, and others, praying the establishment of a line of steamers from the United States to the coast of Africa, designed to promote the colonization of free persons of color, to suppress the African slave trade, to carry the mails, and to extend the commerce of the United States, beg leave to submit the following report:*

The proposition of the memorial involves an extension of that system, recently commenced by Congress, which has for its object the creation of a powerful steam navy, to be used in time of peace in carrying the mails, and in effecting great public objects, not to be attained by private enterprise without the aid of Congress. How far it may be desirable to extend this system will depend upon the double consideration of the present condition of our naval force, and the importance and feasibility of the ends to be accomplished by the measure. As to the first of these, the committee will present a brief statement of the facts material to a correct understanding of the comparative extent of our present steam navy.

In the report of Mr. Secretary Bancroft, made to the Senate on the 2d March, 1846, the total effective steam navy of Great Britain was stated at that time to consist of one hundred and ninety-nine vessels of all classes: that of France numbered fifty-four; that of Russia, without the Caspian fleet, thirty-two; while the steam navy of the United States could boast of but six small vessels, and one in process of building; and of these one was for harbor defence, and another a steam-tug.

Since that time, however, Congress has provided for the building of four war steamers, and for the establishment of several lines of steamships engaged in carrying the mails, consisting of seventeen large vessels, suitable for war purposes, and at all times liable to be taken for the public service. Of these latter, nine will run between New York and European ports; five between New York and Chagres; and three between Panama and San Francisco.

Notwithstanding this increase in our force, it has by no means kept pace with that of other great commercial nations. The American Almanac for the present year estimates the steam navy of France at sixty-four steam vessels of war, besides a reserved force of ten steam frigates now ready,

and six corvetts and six small vessels nearly ready. The French government has also resolved to follow the example of England in establishing lines of steamers, built so as to be easily converted into ships of war, to be employed in commerce and for carrying mails, but being at all times subject to the requisition of the government.

England, also, has added largely to her steam navy, and has increased her lines of mail steamers, giving evidence that she, at least, considers this the best and cheapest mode of providing in time of peace for the exigences of war. On this subject the committee refer to the following facts, for which they are indebted to the remarks of the Hon. T. Butler King, of Georgia, made in the House of Representatives, February 19, 1848.

By act of Parliament, 7 William IV, chap. 3, all previous contracts entered into for the conveyance of the mails by sea were transferred to the Admiralty. In the year 1839, the idea was conceived that the vast expenditures required in naval armaments might be made subservient to the purposes of commerce in time of peace. Accordingly, a contract was entered into with Mr. Cunard and his associates, for the conveyance of the mails from Liverpool, via Halifax, to Boston, in five steamers of the first class, for £85,000, or about \$425,000, per annum. It was stipulated that they should be built under the supervision of the Admiralty, should be inspected on being received into the service, and certified to be capable in all respects of being converted into ships of war, and of carrying ordnance of the heaviest description. Various stipulations were entered into in this and other contracts of a similar character, which placed these ships under the control of the government; thus, in fact, making them, to all intents and purposes, at the same time a part of the mercantile and military marine of the country.

In 1846, the government enlarged the contract with Mr. Cunard and his associates, by adding four ships to run from Liverpool to New York, and increase the compensation to £145,000, or about \$725,000, per annum.

In the year 1840, a contract was made by the Admiralty with the Royal Mail Steam Ship Company, at £240,000 sterling, or \$1,200,000 per annum, for fourteen steamers to carry the mails from Southampton to the West Indies, the ports of Mexico on the Gulf, and to New Orleans, Mobile, Savannah, and Charleston. These ships are of the largest class, and are to conform, in all respects concerning size and adaptation to the purposes of war, to the conditions prescribed in the Cunard contracts. They are to make twenty-four voyages a year, leaving and returning to Southampton semi-monthly. Another contract has lately been entered into for two ships to run between Bermuda and New York. These lines employ twenty-five steamers of the largest and most efficient description.

In addition to the above, a contract was made, 1st January, 1845, with the Peninsular and Oriental Steam Navigation Company, for a line of similar steamers, seven in number, from England to the East Indies and China, at £160,000 sterling, or \$800,000 per annum. This line passes from Southampton, via Gibraltar and Malta, to Alexandria, in Egypt; thence the route continues overland to Suez, at the head of the Red sea, from whence the steamers again start, touching at Aden, Bombay, and at Point de Galle, in the island of Ceylon, from whence they proceed to Singapore and Hong Kong. There is a branch-line connecting with this, from Point de Galle to Calcutta, touching at Madras.

A contract was made, 1st July, 1846, for a Pacific line of British steamers, four in number, running from Valparaiso to Panama, touching at intermediate ports. This line connects overland, from Panama to Chagres with the West India line.

Besides these, there were, in 1848, twelve more lines of government steamers running between Great Britain and the continent of Europe; making a grand aggregate of one hundred and fifteen ocean steamships fitted for war purposes. Very recently the British Parliament has resolved to extend the mail steamship system to Australia.

The committee do not propose that our government shall attempt to emulate this vast net-work of steam navigation, with which England has already encompassed the globe. But it is believed that the recent increase of our territory, on the Pacific and in the gulf of Mexico, forms an additional reason for a considerable augmentation of our steam navy, whether by a direct addition to the navy proper, or by the encouragement of lines of steam packets, to be established by private enterprise under the auspices of government. If the latter system should be adopted, as already commenced, the ships will be built under the inspection of a government officer, at the expense of private individuals; they will be commanded by officers in the navy, and will be at all times available for the public service. It will be the interest of the contractors to adopt, from time to time, all the improvements which may be made in machinery, and in the means of propulsion, and the ships will be kept in good repair. Besides being commanded by a naval officer, each ship will carry a sufficient number of midshipmen for watch officers, and thus a very considerable portion of the *personnel* of the service will be kept actively employed, with the opportunity of acquiring the knowledge and skill requisite to the proper management of a steam navy. A corps of trained engineers and firemen will be attached to each ship, and no doubt these would generally remain with her when the ship should be called into the public service.

The committee are of opinion that it is highly desirable to have ready for the public service some very large steamships of the description proposed by the memorialists. They would have great advantages over small ships, in their capacity to carry fuel sufficient for long voyages, and to transport large bodies of troops, and place them rapidly, in a fresh and vigorous condition, at any point where they might be required.

But it is chiefly for the great and beneficent objects of removing the free persons of color from this country to the coast of Africa, and of suppressing the slave trade, that the committee are disposed to recommend the adoption of the proposed measure. The latter of these has been the subject of treaties by our government with other nations, with whom we have engaged to maintain a large naval force on the coast of Africa to assist in suppressing the inhuman traffic; while the emigration of the free blacks has long been an object of great interest in all parts of the country, and especially in the slave-holding States, where they are looked upon by the whites with aversion and distrust. The policy of all or most of these States has been to discourage manumission, except on condition of the removal of the liberated slave. In no part of the Union do the free blacks enjoy an equality of political and social privileges; and in all the States their presence is neither agreeable to the whites, nor is their condition advantageous to themselves. In some of the slave States stringent prohibitions have been adopted, and unpleasant controversies with free States

have been thereby engendered. The emigration of this entire population beyond the limits of our country is the only effectual mode of curing these evils, and of removing one cause of dangerous irritation between the different sections of the Union.

The committee believe it is expedient to aid private enterprise in the colonization of the western coast of Africa, because it is the most effectual, if not the only mode, of extirpating the slave trade. The success of this measure will doubtless render the African squadron wholly unnecessary, thus reimbursing a large portion of the expense attending it, and at the same time better accomplishing the object for which that squadron is maintained. It may be expedient for some one of the great naval powers to keep a small force on the coast of Africa to protect Liberia, for a limited time, against the slave traders. But the attempt to suppress this unlawful traffic by blockading the coast has so signally failed that it will probably soon be abandoned by the great European powers. While the influence of the republic of Liberia has been shown in the complete suppression of the trade along a coast of several hundred miles in length, the combined squadrons of Europe and America have not been so successful on other portions of that unhappy shore. In 1847, no less than 84,356 slaves were exported from Africa to Cuba and Brazil. In the opinion of the committee, it is highly important to prevent the further Africanizing of the American continents. An opposite movement, so far as the free blacks are concerned, is far more in accordance with the spirit of the age and with the best interests of all American governments. The people of the United States have shown their strong aversion to the slave trade by the provision in their constitution against it, and by their unremitting and vigorous efforts to suppress it. The success which has already crowned the infancy of Liberia, indicates the true mode of making those exertions effectual, while it opens up the way for restoring the free blacks to the native land of their fathers.

The committee beg leave here to present some interesting facts which satisfy them that the Territory of Liberia is eminently adapted to colored emigrants from the United States; that the establishment of this line of steamships by the government will be a powerful stimulus to the cause of colonization, and will be the means of securing the emigration of great numbers of free blacks; that the slave trade will be substituted by a peaceful, legitimate, and valuable commerce, opening new sources of enterprise and wealth to our people; and that the civilization and christianization of the whole continent of Africa may be expected eventually to follow. The facts presented are collected chiefly from the publications of the Colonization Society.

That portion of the western coast of Africa called Liberia embraces a tract of country included between the parallels of  $4^{\circ} 21'$  and  $7^{\circ}$  north latitude, extending about 400 miles along the coast. The first settlement was made by free negroes from the United States, under the auspices of the American Colonization Society, in the year 1820. The objects of that society were—

“1st. To rescue the free colored people of the United States from their political and social disadvantages.

“2d. To place them in a country where they may enjoy the benefits of free government, with all the blessings which it brings in its train.

“3d. To spread civilization, sound morals, and true religion, throughout the continent of Africa.

“4th. To arrest and destroy the slave trade.

“5th. To afford slave owners, who wish, or are willing, to liberate their slaves, an asylum for their reception.”

The funds of this society have seldom exceeded \$50,000 per year, but they have purchased territory, enabled nearly 7,000 free people of color to emigrate to Liberia, and have made provision, for such of them as required it, for six months after their arrival. In July, 1847, an independent government was formed, which has been recognised by France, England, and Prussia. Upwards of 80,000 of the natives have become civilized, and enrolled themselves as citizens of the republic. The Liberians have a flourishing commerce. They have not only succeeded in suppressing the slave trade along their own coast, but have also made treaties with several tribes, numbering over 200,000 souls, for the discontinuance of the traffic. They have purchased their territory from time to time of the natives, and are gradually extending themselves up to the British settlement of Sierra Leone and down to the gold coast.

The interior settlements of the purchased tracts usually extend from about 10 to 30 miles from the coast, and can easily be enlarged by purchase in that direction at a moderate amount. In no instance have the natives from whom the land was purchased been required to remove their residences. The land in the immediate vicinity of the ocean in Liberia is generally low, and in some places marshy; but there are some elevated spots. The land generally becomes more elevated towards the interior; and in some places, within 50 miles of the coast, it is quite mountainous. It is desirable for the colony to become possessed of this back country, as it is much healthier than the coast, and when the emigration from the United States becomes extensive, the mountain region will soon be occupied. The natives are a fine, healthy, athletic race; and even the emigrants to the lands on the coast have enjoyed better health than the emigrants to some of our western States in the first few years of settlement.

Liberia is on the “grain coast,” and is protected from the scorching winds of the north and east by ranges of mountains. The soil is fertile, and produces an abundance of Indian corn, yams, plantains, coffee, arrow-root, indigo, dyewoods, &c.

Every emigrant is welcome to the colony and receives a grant of five acres of land, besides which he can purchase as much more as he pleases at one dollar per acre.

The climate is not suited to the whites. The president and all the officials are colored men. There are flourishing towns, churches, schools, and printing-presses. According to the statement of the Rev. R. R. Gurley, who has recently visited the colony, the people are highly moral, well conducted, and prosperous, and the value of the exports of the republic is at present 500,000 dollars per annum, and is increasing at the rate of 50 per cent. annually.

Not only will the slave trade be abolished by the establishment of colonies of free colored people on the coast of Africa, but, as already intimated, these colonies will be the means, at no distant period, of disseminating civilization and Christianity throughout the whole of that continent. Already a great many of the natives have placed themselves under the protection of the Liberians, whose knowledge of agriculture and the arts inspires confidence and respect.

As a missionary enterprise, therefore, the colonization of Africa by the



descendants of Africans on this continent deserves, and no doubt will receive, the countenance and support of the whole Christian world.

Two points are now regarded, both in Europe and in this country, as settled truths, viz:

1st. That the planting and building up of Christian colonies on the coast of Africa is the only practical remedy for the slave trade.

2d. That colored men only can with safety settle upon the African coast.

That the free negroes of the United States will be induced to go in large numbers to Liberia, if a quick and pleasant passage by steam vessels be provided, and suitable preparations be made for them on their arrival by the Colonization Society, cannot admit of any doubt.

The funds of that society, augmented probably twenty-fold, will then be available almost exclusively for the comfortable establishment of the emigrants in their new homes—the expense of transportation chargeable to the society being merely nominal.

It is estimated that there are no less than 500,000 free colored people in the several States, and that the annual increase therein of the black race is 70,000 per annum. With respect to slaves who may hereafter be manumitted, no doubt such manumission will almost in every instance be upon the condition that the parties shall avail themselves of the opportunity of emigrating to Liberia.

The committee do not propose that the emigrants should be landed in Liberia and then left to their own resources. Liberia is at present incapable of receiving and providing shelter, subsistence, and employment, for any great number of emigrants who may land there in a state of destitution. It has been the practice, heretofore, for the Colonization Society to provide for the colonists whom they have sent out for six months after their arrival, and the cost of such provision has averaged \$30 per head, in addition to the cost of transportation.

A large amount of money will be required to settle the colonists in the first instance comfortably in their new homes. But there is no doubt that if the government establish the proposed line of steam-ships, the people of the different States, and the State legislatures, will at once turn their attention to the subject of colonization, and that large appropriations will be voted, and liberal collections made in aid of that object. The State of Maryland has already appropriated and laid out \$200,000 in this work, and the legislature of Virginia has lately appropriated \$40,000 per year for the same purpose. But these sums are insignificant in comparison to what may be expected, if the government shall give its high sanction to the colonization of Africa, and provide the means of transportation by a line of steam-ships. In that event, the whole mass of the people north and south, who for the most part do not appreciate the rapid progress and the high capabilities of Liberia, will quickly discover the vast importance of colonization, and will urge their representatives to adopt measures adequate to the exigency of the case and the magnitude of the enterprise.

There is good reason to anticipate that important assistance will be rendered to the emigrants, not only by the missionary societies of Europe, but also by those governments which have taken an interest in the suppression of the slave trade, and which are desirous of opening channels for their commerce, and marts for their manufactures, on the western coast of Africa.

It is estimated that by the time when the first two ships are to be finished

and ready for sea, there will be a large body of emigrants ready to take passage in them, and that for the next two years each ship will take from 1,000 to 1,500 passengers on each voyage, or from 8,000 to 12,000 in each of those years. To furnish each family, intending to devote themselves to agricultural pursuits, with a dwelling-house suitably furnished, and a piece of land of sufficient extent cleared and planted, together with the necessary agricultural implements and a stock of provisions, will, it is calculated, cost the society a sum equal to \$30 or \$40 per head for each emigrant, allowing each family to consist of five persons. The cost of establishing families intending to follow trading and mechanical pursuits, will be somewhat less than the above estimate for agricultural families; but the average cost for the whole of the emigrants may be estimated at \$50 per head, including all the expenses of transportation, making a total of from \$400,000 to \$600,000 per annum *for the first two years*.

As the colony increases in population, and the interior of the country becomes settled, any number of emigrants that may be sent out will be readily absorbed, as there will be a demand for all kinds of laborers, mechanics, and domestic servants, and it will be unnecessary to make that provision for them which is now indispensable.

The Colonization Society will, as heretofore, so regulate the emigration as to send out only suitable persons, and keep up a due proportion between the two sexes.

By the compact between the Colonization Society and the republic, made when the society ceded its territory to the republic, ample power is reserved by the society for the protection of emigrants who may be sent out by them. Moreover, the authorities invite emigration, and each emigrant receives a donation of a tract of land.

The establishment of prosperous colonies on the western coast of Africa will doubtless tend greatly, in the course of time, to the augmentation of the commerce of this country. It appears that British commerce with Africa amounts to no less than five millions sterling, or about \$25,000,000 per annum. The belief is now confidently entertained in Great Britain that an immense commerce may be opened up with that continent by putting an end to the slave trade, and stimulating the natives to the arts of peace.

The commerce of Africa is certainly capable of great extension, and it is worthy of observation, that the proposed steamers will open entirely new sources of trade.

On this subject the committee beg leave to submit the following particulars, from which the future resources of this vast undeveloped region may be, to some extent, anticipated.

Palm oil is produced by the nut of the palm tree, which grows in the greatest abundance throughout Western Africa. The demand for it, both in Europe and America, is daily increasing. The average import into Liverpool of palm oil for some years past has been at least 15,000 tons, valued at £400,000 sterling.

Gold is found at various points of the coast. It is obtained by the natives by washing the sand which is brought down by the rivers from the mountains. An exploration of the mountains will probably result in the discovery of large quantities of the metal. It is calculated that England has received, altogether, \$200,000,000 of gold from Africa. Liberia is adjacent to the "gold coast."

Ivory is procurable at all points, and constitutes an important staple of commerce.

Coffee, of a quality superior to the best Java or Mocha, is raised in Liberia, and can be cultivated with great ease to any extent. The coffee tree bears fruit from thirty to forty years, and yields an average of ten pounds to the shrub yearly.

Camwood and other dyewoods are found in great quantities in many parts of the country. About thirty miles east of Bassa Cove is the commencement of a region of unknown extent, where scarcely any tree is seen except the camwood.

Gums of different kinds enter largely into commercial transactions.

Dyes of all shades and hues are abundant, and they have been proved to resist both acids and light.

Pepper, ginger, arrowroot, indigo, tamarinds, oranges, lemons, limes, and many other articles which are brought from tropical countries to this, may be added to the list. Indeed, there is nothing in the fertile countries of the East or West Indies which may not be produced in equal excellence in Western Africa.

The soil is amazingly fertile. Two crops of corn, sweet potatoes, and several other vegetables, can be raised in a year. It yields a larger crop than the best soil in the United States. One acre of rich land well tilled, says Governor Ashman, will produce three hundred dollars' worth of indigo. Half an acre may be made to grow half a ton of arrowroot.

"An immense market may be opened for the exchange and sale of the innumerable products of the skill and manufactures of our people. Africa is estimated to contain one hundred and sixty millions of inhabitants. Liberia enjoys a favorable geographical position. She is protected by the great powers of Europe. The Liberians have constitutions adapted to the climate, and a similarity of color with the natives. They will penetrate the interior with safety, and prosecute their trade in the bays and rivers of the coast, without suffering from the diseases which are so fatal to the white man. Liberia is the door of Africa, and is destined to develop the agricultural and commercial resources of that continent, besides being the means of regenerating her benighted millions."

The foregoing remarks have related entirely to the advantages of the proposed measure. It is possible some scruples may be entertained in regard to its constitutionality. This, the committee think, cannot be reasonably doubted. The government has already adopted this mode of providing a powerful steam navy, at the same time giving incidental but important encouragement to great commercial interests. In this instance, the effectual suppression of the slave trade and the withdrawal of the African squadron by the substitution of a number of mighty steamers regularly plying to that coast, afford a motive and a justification which do not exist in regard to any one of the lines already established.

It was the opinion of Mr. Jefferson that the United States had power to establish colonies for the free blacks on the coast of Africa, and he desired its exercise. Chief Justice Marshall and Mr. Madison concurred in this opinion. And it is to be observed that the first purchase in the colony of Liberia was made by the government of the United States. The opinions of the leading jurists of our day do not appear to differ from those of the great founders of the constitution, who believed not only that indirect aid to the cause of colonization may be given in accordance with



that instrument, but that the government has power to establish the colonies themselves. The proposition of the committee does not, by any means, go to this extent. It goes no further than recently adopted and still existing operations of the government, while it is believed to rest upon far higher and better grounds of support.

Nor does it involve any merely sectional considerations. The committee have, therefore, refrained from expressing any views which might be considered favorable to the peculiar interests either of the North or of the South. The question of slavery, now the cause of so deep an excitement, is not, to any extent, either directly or indirectly involved. The government of the United States, it is admitted on all hands, has no power to interfere with that subject within the several States. Neither does the proposition at all interfere with the question of emancipation. This is wholly beyond the jurisdiction of the federal government, and belongs exclusively to the people of the several States, and the individual slaveholders themselves. But the removal of the free blacks to the coast of Africa is a measure in which all sections, and all interests, are believed to be equally concerned.

From the foregoing considerations, the committee believe it to be wise and politic to accept the proposition of the memorialists, with some modifications which meet with their approval.

Instead of four ships, it is proposed to make the line consist of three, which shall make monthly trips to Liberia, touching on their return at certain points in Spain, Portugal, France, and England, thus: one ship will leave New York every three months, touching at Savannah for freight and mails; one will leave Baltimore every three months, touching at Norfolk and Charleston for passengers, freight, and mails; and one will leave New Orleans every three months, with liberty to touch at any of the West India islands. They will proceed directly to Liberia, with liberty to touch at any of the islands or ports of the coast of Africa; thence to Gibraltar, carrying the Mediterranean mails; thence to Cadiz, or some other port of Spain, to be designated by the government; thence to Lisbon; thence to Brest, or some other port of France, to be designated as above; and thence to London—bringing mails from all those points to the United States.

The measure proposed by the committee contains the following stipulations and provisions, to wit:

Each ship to be of 4,000 tons burden, and the cost of each not to exceed \$900,000. The government to advance two-thirds of the cost of construction, from time to time, as the building progresses—the advance to be made in five per cent. stocks at 30 years—and to be repaid by the contractors in equal annual instalments from the time when the ships shall be completed. The said ships to be built in accordance with plans to be submitted to and approved by the Secretary of the Navy, and under the superintendence of an officer to be appointed by the said Secretary, and to be so constructed as to be convertible, at the least possible expense, into war steamers of the first class. The ships to be kept up by alterations, repairs, or additions, to be approved by the Secretary of the Navy, so as to be at all times fully equal to the exigencies of the service, and the faithful performance of the contract.

Each ship to be commanded by an officer of the navy, who, with four passed midshipmen to serve as watch officers, shall be accommodated

in a manner suitable to their rank, without charge to the government. The Secretary of the Navy at all times to have the right to place on board of each ship two guns of heavy calibre, and the men necessary to serve them to be accommodated and provided for by the contractors.

The Secretary of the Navy to exercise at all times such control over said ships as may not be inconsistent with these terms, and to have the right to take them, or either of them, in case of war, for the exclusive use and service of the United States, on paying the value thereof; such value, not exceeding the cost, to be ascertained by appraisers mutually chosen by the Secretary and the contractors. The Secretary also to have power to direct, at the expense of the government, such changes in the machinery and the internal arrangements of the said ships, or any of them, as he may at any time deem advisable.

The contractors are further required to stipulate to carry, on each and every voyage they may make, so many emigrants, being free persons of color, and not exceeding 2,500 for each voyage, as the American Colonization Society may send; the said society paying in advance \$10 for each emigrant over twelve years of age, and \$5 for each one under that age; these sums to include the transportation of baggage, and the daily supply of sailors' rations.

The contractors also to convey, free from cost, such necessary agents as the government or the Colonization Society may require, upon each one of said ships.

Two of said ships to be finished and ready for sea within two and a half years; and the other within three years after the execution of the contract.

The government to pay forty thousand dollars for each and every trip; and to exact ample security for the faithful performance of the contract, besides taking a lien on the ships for the repayment of the sums advanced. The contract to continue fifteen years from the completion of all the ships.

To assist in forming a correct judgment as to the fairness of this compensation, the committee present an estimate of the probable cost of running the said ships.

The cost of the ships at \$900,000 will be \$2,700,000. Upon this amount interest should be calculated at 6 per cent.; for, although the contractors will pay the government but five per cent. on the portion advanced, the balance supplied by the contractors must be estimated at the rates in New York and New Orleans, which are above 6 per cent. Six per cent. will be a fair average for the whole.

The depreciation of this kind of property is estimated variously, sometimes as high as ten per cent. per annum on the total cost; but as these ships will be substantially built for war purposes, it may be estimated at a lower rate.

Besides this, an allowance must be made for repairs. New boilers will be required every six years, and the substitution of these for the old ones not only causes loss of time, but also injury to the ships, involving much expense.

The rate of insurance for this species of property is high. The committee are informed that the steamships Ohio and Georgia pay  $8\frac{1}{2}$  per cent.

Add the expense of running the ships, viz: fuel, wages of the crew, provisions, stores, dock charges, harbor dues, agents, pilotage, light-house

dues, &c., which cannot be estimated at less than \$50,000 per voyage, considering that the distance to Liberia, and thence home, via Madeira, Gibraltar, Cadiz, Lisbon, Brest, and London, cannot be less than 12,000 miles; and that each voyage, with the necessary delays in the various ports, will occupy about three months.

*Statement of expenses.*

Interest on \$2,700,000 at 6 per cent.	-	-	-	\$162,000
Depreciation and repairs, 10 per cent.	-	-	-	270,000
Insurance 7 per cent.	-	-	-	189,000
Cost of running the ships, \$50,000 per voyage, 12 voyages per annum	-	-	-	600,000
Total annual expense				<u>1,221,000</u>

*Profits.*

Estimating 1,500 passengers for each voyage, and 12 voyages per annum, we have 18,000 passengers.

These, \$10 for adults and \$5 for children, may average a profit of \$3 each, making

Government pay	-	-	-	-	\$54,000
	-	-	-	-	480,000
					<u>534,000</u>

Balance of expense over government pay and profit of emigrants

687,000

Thus it will be seen that the contractors will have, of their probable expenses, more than two-thirds of a million, or \$57,250 each voyage, to be made by commerce and passengers, independent of the government pay and the profit from the Colonization Society. It is quite evident that any further profit beyond the ordinary rate of interest at 6 per cent. will be contingent upon the success of the enterprise in stimulating commerce of the United States at the points regularly touched by these steamers. The contractors have confidence in this, and the committee do not doubt that their confidence will be rewarded to a reasonable extent.

It will be observed, that as the Colonization Society now pay for the transportation of emigrants to Liberia, in sailing vessels, no less than \$30 per head, the proposed arrangement will make the actual cost eventually less than this, even adding the amount to be paid by the United States for this service to the amount to be paid by the said society, without estimating the receipt from mails, which will probably be large.

At the commencement of operations, when it is estimated that the first two ships will carry out 1,000 or 1,500 emigrants for each voyage, the cost will be little more than it is at present, while the passage will be quicker, pleasanter, and healthier, offering great inducements to emigrants, and placing them upon the shores of Liberia in a sound and efficient condition.

As the capacity of the colony to receive a large number of emigrants increases, the ratio of expense will be diminished; and it cannot be

doubted that eventually, as the number of emigrants will increase, the cost of transportation will relatively diminish.

The committee do not recommend the acceptance of the proposition of the memorialists, that they shall be permitted to import the produce of Liberia into this country free of duty; on the contrary, it is believed to be better, for obvious reasons, to enter into no such stipulations, but to confine the remuneration, whatever it may be, to a direct payment of money.

In the above estimates the committee have endeavored, as far as possible, to arrive at just conclusions; while, at the same time, in view of the great public objects to be attained by the establishment of the proposed line of steamships, they have not deemed it inconsistent with the just liberality of the government that those who have had the sagacity to conceive, and who are fully provided with the means of faithfully executing, this noble project, should have at least a contingent opportunity of deriving a handsome profit from their enterprise. Considering the hazards involved in it, the committee believe their estimates to be fair and just to both parties. The committee accordingly report a bill, to which they ask the favorable consideration of the House.